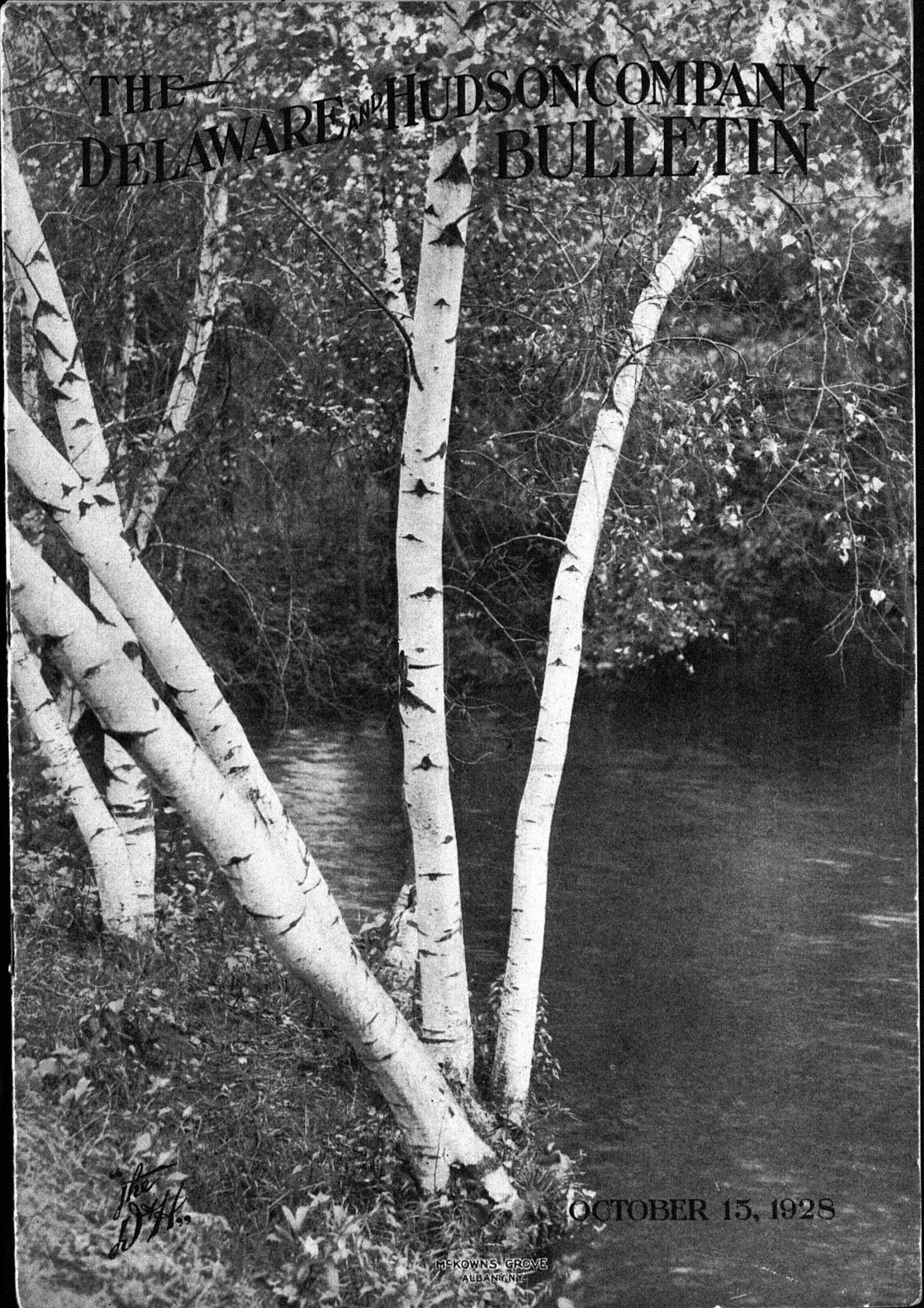
THE DELAWARE AND HUDSON COMPANY BULLETIN



McKOWNS GROVE
ALBANY, N.Y.

"the D&H"

OCTOBER 15, 1928

Opportunity

THEY do me wrong who say I come no more
When once I knock and fail to find you in;
For every day I stand outside your door,
And bid you wake, and rise to fight and win.

Wail not for precious chances passed away,
Weep not for golden ages on the wane!
Each night I burn the records of the day—
At sunrise every soul is born again.

Laugh like a boy at splendors that have sped,
To vanished joys be blind and deaf and dumb;
My judgments seal the dead past with its dead,
But never bind a moment yet to come.

Though deep in mire, wring not your hands and weep;
I lend my arm to all who say "I can,"
No shame-faced outcast ever sank so deep,
But yet might rise and be again, a man.

Dost thou behold thy lost youth all aghast?
Dost real from righteous retribution's blow?
Then turn from blotted archives of the past,
And find future's pages white as snow.

Art thou a mourner? Rouse thee from thy spell;
Art thou a sinner? Sins may be forgiven.
Each morning gives thee wings to flee from hell,
Each night a star to guide thy feet to heaven.

— Walter Malone.

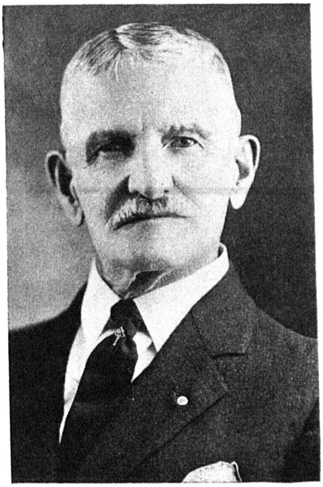
"the D&H" *The* DELAWARE AND HUDSON COMPANY BULLETIN "the D&H"

Vol. 8 Albany, N. Y., October 15, 1928 No. 20

Recalls Days of Link and Pin

Pennsylvania Division Veteran Began Work With Our Company at the Age of Fifteen, Chose to Work in Baggage Car

RAILROAD work is generally considered to be among the most adventurous of callings; no two trips are quite alike. Each day brings its host of petty problems to be solved, and together with the varying length and consist of the trains handled brands each trip an adventure all its own. Then too, there is, occasionally, faulty equipment to be contended with. During the long dark nights of winter, with the thermometer close to, if not below the zero mark, and throughout days of flying sleet and snow, even our modern air brakes do not function properly. It is then that adventure creeps into the railroad man's life.



JOSEPH WILLIAM WINT

We must remember, however, that the railroads of this country were not always equipped with automatic air brakes. Our roadbeds were not always so nearly perfectly constructed, nor was most of our line double tracked. Instead there were only occasional passing sidings branching out along the miles of single track. Those were the days when the railroad man was in a class of his own. Daily he faced danger as truly as the soldier on the battle field, and with no less courage. Those among the thinning ranks of our veterans whether pensioned or in active duty who can boast a half century of service, are few.

Among this latter class we find Joseph William Wint, pensioned Pennsylvania division trainman and baggagemaster, who has vivid recollections of those romantic days. "In those days, fifty years ago," he tells us, "before the days of the automatic coupler, a trainman had to be both quick-witted and more or less of an athlete, to couple a train. He had to stand in between the cars, with only a few inches of room in which to work, then, when the engineman pushed in the slack, adjust the link, drop the pin and get out from between the cars before they came together. A second of hesitation or a slip meant he would be crushed between the cars."

Handling a train equipped with nothing but hand brakes presented another problem. On long steep grades six brakes were put on for a time. When they began to get hot they were released and six more applied. When we consider that there were cars in some trains with three different gage wheels, four feet, standard gage, and six feet gage, we realize the problem facing a trainman of half a century ago. Mr.

WINT feels that the handling of a train with hand brakes is sort of a "lost art." He emphatically states that he "would not care to ride down some of the grades on the Pennsylvania division with the train crews of today. They are used to the use of the air brake, not practiced in handling an entire train with hand brakes. When a wheel gets too hot things are liable to happen."

JOSEPH W. WINT was born at Providence, Pa., November 3, 1860. At the age of five his family moved to Green Ridge, Pa. When he was fifteen years of age he first entered the employ of The Delaware and Hudson, as assistant to a civil engineer of the Real Estate department by the name of Robert Cannon. At that time E. W. Weston was Superintendent. In 1877 he was transferred to the Mine department under J. H. Rittenhouse, mine engineer, where he occupied a position not unlike the one he had just left. On this job he was paid $1.30 per day.

While in the Real Estate department and the Mine department he assisted in the surveying of all of the company's property from Plymouth, Pa. north. Some of this work was done before the line had been entirely completed. In June, 1879, he was again transferred, this time to the Maintenance of Way department under S. Ross, section foreman. He remained in the Maintenance department until 1881 whe he entered the employ of the Transportation department as a trainman.

At that time the only passenger train on the Pennsylvania division was run from Carbondale to what was then known as the "foot of G" at Olyphant, Pa. And this train, the pioneer of our passenger service, was not pulled by a shining locomotive, but was run by the force of gravity.

In 1886 the Delaware and Hudson took over the line between Green Ridge and Wilkes-Barre and at that time MR. WINT started to work as a passenger trainman on a passenger train between those two points, under Conductor D. R. Nicol. He remained on that train until 1901 when his seniority rights entitled him to a position in the baggage car on trains Nos. 3 and 4.

It has been said that "there is a calling at which all of us will make good if we but find it." Some people spend the greater part of their lives making up their minds as to just what they want to call their life's work, some, seemingly, never find it. MR. WINT is confident that he found his favorite calling in the position of train baggageman, for he spent the remainder of his days with our company in that capacity.

When the World War broke out these two trains were moved to Carbondale and as he did not care to move to Carbondale he worked, for a time, in fast freight service with Conductor Evan Richards between Wilkes-Barre, Pa., and Oneonta, N. Y. He remained on that job for nearly two years when the passenger trains were again moved back to Wilkes-Barre and he returned to the baggage car where he worked, under Conductor P. J. Ruddy until he was retired on January 1, 1927.

During his years in the baggage car on first the "Boston Express" between Wilkes-Barre and Nineveh and later, when his seniority rights entitled him to it, the position on what was then known as the "Saratoga Express" between those points, which corresponds with trains Nos. 506 and 511 at present, MR. WINT made many friends. Everyone from track walkers, section men, agents and officials on the Pennsylvania division missed his face on those trains long after he had retired.

Again harking back to the adventurous life of the trainman of fifty years ago, we might recount how, during his first half day's work in that capacity he was caught between the tender bumper of engine 32 and a narrow gauge car and suffered a broken collar bone. He was unable to work for three months thereafter.

On another occasion he slipped, while riding the end of a hopper car, and fell on one of the rails. He miraculously escaped death when his foot caught on a projection of the car and after being pushed along on top of the rail for a dozen feet was thrown clear of the tracks. He was knocked unconscious and when the end of the train came by the engineman saw him and stopped. After he regained consciousness he was none the worse for his adventure.

MR. WINT bids us say that in all of the years he worked for the Delaware and Hudson he was never treated in any but the most courteous manner by the officials of the company, and he has always found them perfectly fair in their dealings with the men. And, he adds, he has met every official of the Transportation department who had supervision over him from the Vice-President and General Manager down. At one time he worked under COLONEL J. T. LOREE, now Vice-President and General Manager, when COLONEL LOREE was Yard Master at Wilkes-Barre.

Unfortunately MR. WINT's wife did not survive to enjoy with him the years of his retirement, she having died May 15, 1915. He has three sons and one daughter, the daughter residing in Wilkes-Barre while he now resides with his second oldest son and his family in Wilkes-Barre. It might be interesting to our readers to know that he is a cousin of Brigadier General Theodore

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The American Red Cross

What the American Red Cross is Doing for the Industrial Workman of America Particularly Along First Aid Lines

INDUSTRIAL safety has been preached for such a comparatively long period, and has been held up as an example to those in other fields to an extent which might well classify the principal industries as pioneers for the country in safety practice.

Railroads, nation-wide telephone systems, gas and electric companies, other utilities, all have recognized the factor of safety in their operations.

The increase in workmen's compensation laws, insurance provisions and similar measures, has emphasized the importance of proper attention to safety on the part of the major industries.

Closely in touch with this trend has been the First Aid service of the American Red Cross. Virtually all of the groups mentioned have utilized the First Aid course which it offers. Where alert safety experts have installed the best which practice suggests, it is recognized that a knowledge of first aid is an important feature of complete industrial protection. Lives have been saved, injuries kept from more serious effects, and the annual accident loss reduced from this plan.

Most of the leading industrial groups have regular first aid teams or other organizations as part of their personnel, usually trained originally by Red Cross experts and qualified by them after rigid tests.

Of these groups, the active interest which railroads all over the United States display in this training has not only contributed to the safety of railway men, but has directly assisted in reaching others in widely different fields with this training.

Railroad men generally, are familiar with the noted Red Cross First Aid car, a sort of perambulating school which has reached every important industrial center of the country in the course of its travels. This First Aid Instruction Car, to give it a formal title, was in actual operation for nine and a half months the past year, visiting 102 cities where, in a series of 734 meetings, a total of 151,236 people were reached with the safety message, through attendance at these meetings. As each meeting lasts at least an hour, it can be seen that even where there was no time to give very elaborate instruction, much elementary good could be accomplished.

The First Aid car in the past year conducted campaigns over the Chesapeake and Ohio; Erie; Central of New Jersey; Reading Railroad; and the Delaware, Lackawanna and Western railroads.

Training of lay instructors of First Aid, under American Red Cross policy, is given only by members of the medical profession. First Aid, it is always emphasized, is intended to take vital steps to save life and prevent suffering and complication of injuries until a medical man can be reached.

A random list of groups reached by the First Aid car while in the vicinity of New York City, included recruit police training; Columbia University groups; New York Central Railroad employes of various classes, including the dining car department; Western Electric employes; Consolidated Gas Company employes; power house crews, conductors, doormen, and others. At other points the car's staff instructed police and fire departments, public health nurses, engine house personnel, a Rotary Club, yard office force, shopmen, and organized first aid teams.

Thus it will be seen that through the medium of the railroads, interest in First Aid instruction not only is stimulated, but widespread territory can be covered during the year.

The itinerary is not all routine. At Iron City, Tenn., members of the Iron City Red Cross Chapter put on a safety first play, which aroused public interest in the subject throught the community. The play supplemented a First Aid demonstration by personnel of the Louisville and Nashville Railroad.

At one point along the itinerary the past year, the scheduled lesson in First Aid was delayed for some time because the instructors came upon a bad automobile accident while en route to the demonstration and stopped to practice what they later preached.

This brings up the fact that while railroad men and those of major industries, even office personnel, are active in studying and disseminating

First Aid, the accident rate in this field is immeasurably overshadowed by the toll among the nation's automobilists. The latter include the **bulk of the population of course.** The Red Cross **has for** some time advocated that automobile **drivers learn the elements of First Aid, and carry** a kit.

As a rule, if First Aid is available in automobile accidents it is applied by a policeman, or some man whose connection with one of the big utility companies, such as a telephone system, has given him this training. On the Pacific Coast, the Red Cross has inaugurated this course among the Government's Forest Rangers, not only for their own protection but for the sake of the tourists liable to accident in remote sections of the country.

In common with other important national industrial groups, the railroads and their men have cooperated with the American Red Cross in other lines besides that of First Aid. A major disaster seldom occurs but what the railroads of the territory affected work with the Red Cross relief forces. In the New England flood of last year, railroad men gave their services as volunteers in assisting Red Cross relief operations. This spirit of helpfulness is manifested by employes and management alike, where railroads are concerned.

The American Red Cross is asking that five million members enroll in its ranks this year to assist with their support in making all Red Cross services increasingly effective. The dates for this membership enrollment are from November 11 to 29.

* * *

This First Aid car was for a time stationed at Albany, N. Y., and at that time Dr. W. J. Fenton of the Red Cross, Washington, D. C., gave an address on emergency First Aid to the Injured at a regular noon-day rally held at Green Island Car Shop. Our employes at that point found his talk very interesting and instructive.

Ask one hundred farmers whether a cow that loses her cud is in danger, and ninety-seven of them will answer in the affirmative. Yet who ever has met a farmer who actually knows this to be true.

As a matter of fact it is claimed that there is no such thing as a cow losing her cud, and if she did, another cud would take its place without outside interference.

Check up on these old beliefs before deciding to repeat them and be numbered among the superstitious.

What the Railroads Do Per Hour

An hour is a relatively short time, yet within that brief period the railways of the country perform a service for the public, on the average, of amazing volume. Some of the work done in an hour by Class I lines is shown below, based on the figures of 1927 operations. All of these figures represent averages for the carriers as a whole and are based on reports made to the Interstate Commerce Commission.

In an hour, 5,903 *cars are loaded with revenue freight on the railways' lines.*

In an hour, 146,240 *tons of revenue freight are loaded into freight cars.*

In an hour, 94,731 *passengers board the railways' trains.*

In an hour, the freight service performed by the railways is equal to hauling 48,929,387 *tons of freight for the distance of one mile.*

In an hour, the passenger service performed by the railways is equal to hauling 3,841,106 *passengers for the distance of one mile.*

In an hour, the railways earn $700,491 *from their transportation operations.*

In an hour, the railways spend $522,166 *in operating expenses.*

In an hour, the railways pay $332,102 *in wages.*

In an hour, the railways pay $42,935 *in taxes to national, state and local governments.*

The Source of Responsibility

A RECENT article in "*Current Opinion*" holds that the decay of family life and the breakdown of family responsibility have much to do with the recent increase of criminality in America and elsewhere—particularly among juveniles. It holds that with the rise of the public elementary school "parents have more and more abdicated their authority over their children, trusting external agencies to bring them up. The schools, with only limited authority over the children for a few hours each day, have struggled in vain to do the impossible that is expected of them; and education, especially in its moral and spiritual aspects, has fallen down in consequence between parents who won't do their duty and schools that can't."

News heading: "Women drivers are not reckless."

We should say not—at least, not if you spell reckless with a "w."

Colonel J. T. Loree Presenting Prize Cup

Annual Police Inspection Held

Colonel J. T. Loree Compliments the Department on Their Splendid Appearance and Military Drill Which Has Reached a Great Degree of Efficiency

THE annual inspection of the Police Department was held in the Armory of the Tenth Infantry, New York National Guard, Wednesday, September 19. The annual clambake was also held during the afternoon of the same day.

The men reported at the State Armory, Albany, N. Y., and was formed into a provisional battalion of three companies under the chief of police as Major and **Inspector Andres** as Adjutant, with **Captain Fox**, and **Lieutenant Hooghkirk** as members of the staff. "A" Company was commanded by **Captain Abel**, "B" Company by **Captain Hentz**, and "C" Company by **Captain LeBaron**. As soon as **Colonel Loree** and his staff, consisting of H. F. **Burch**, assistant general manager; W. W. **Bates**, assistant to general manager for personnel; **Captain** E. B. **Gore** and **Major** O. J. **Ross**, arrived at the Armory the battalion tendered a review to **Colonel Loree** after which the entire command was very carefully inspected by him. After the inspection the battalion was reformed and the ceremony of evening parade was held at which time the new army regulation, or marching the company guidons (flags) to the center and front with the captains and lieutenants, was executed.

They approach the commanding officer and after saluting and receiving any comment or criticism he may care to give them, are dismissed and return to their posts. **Colonel Loree** expressed an opinion at this time that they made such a fine showing on the occasion of this drill and inspection that the national colors should be presented to the department. Following this parade the annual inspection of the clothing, arms and other equipment of the department took place.

Another feature of the morning's activities was the presentation, by **Colonel Loree**, of the Tabor Loree-Collins Cup, to **Patrolman Harry A. Darling**, which is awarded annually to the member of the Police department having the highest score in the pistol and rifle tournament. Men-

(*Turn to Page* 318)

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BULLETIN

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ALBANY, N. Y.

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Vol. 8 October 15, 1928 **No. 20**

'Ere you speak about a fellow,
First be sure that it is true;
That it's fair and that you would not
Mind if it were said of you.

What Is Ability?

RECENTLY H. Gordon Selfridge, American-born merchant in London, offered prizes to his buyers for the best definition of "Ability." The following won the first award:

I would define ability as:

Mental power and energy coupled with imagination.

The driving force that translates thought into action.

The personality that inspires and compels accomplishment.

To this definition I would add the following list of characteristics and qualities which in my opinion constitute ability:

The power to think constructively.

The power to concentrate.

The power to assimilate new ideas, mental vision.

Power to imagine big things and build on them.

Capacity for hard and concentrated work.

Good judgment, technical knowledge, creative ability, artistic qualities.

Power to think forward, power to criticize constructively.

Readiness to accept criticism and learn from it.

Courage to recognize mistakes and right them.

Courage to break new ground in world markets.

Knowledge of one's own limitations.

Attention to detail, determination to get the customer's point of view.

Self-analysis, "self-winding."

Guarding against slack thinking.

Quickness to take advantage of changing fashions.

Quickness to take advantage of contemporary events.

Efficiency, power of organization, energy, originality, self-control, justice and fairness.

The power to inspire confidence.

The power to read character.

The power of getting the best out of one's staff.

Cheerfulness, refusal to be discouraged outside one's control.

Evenness of temper, reliability.

Sincerity with one's self and one's colleagues.

Imperviousness to flattery.

Enthusiasm, absence of self-satisfaction, decision of character, will power.

—By LILLIAN M. SNOW.

Service

By FAY M. PROCTOR

May those who pass my way
In life's mad rush from day to day,
The rich, the poor, the blind and lame,
Of low degree or highest fame.

In haste or leisure as they pass,
It matters not what creed or class;
I pray some kindness I may show
To help them onward as they go.

To sympathize and lend a hand,
That helps my needy fellow man;
The greatest joy that I may find
In this old world is being kind.

If kindness from our hearts we'd send,
A service to the world we'd lend;
Because if we need help or love,
It comes with interest from above.

The station master on the East Indian Railway had been given strict orders not to do anything out of the ordinary without authority from the superintendent.

This accounts for his sending the following telegram:

"Superintendent's Office, Calcutta:

"Tiger on platform eating conductor. Please wire instructions."

The Freight Transfer Platform

How Freight is Handled at Our Transfer Platform at Wilkes-Barre is Very Clearly Explained by Our Agent at That Very Busy Point

By E. J. BRENNER, *Agent*, Wilkes-Barre, Pa.

A TRANSFER platform can be likened to a terminal yard. In the latter case, the principal work is the classification of cars for movement in trains or for delivery to connecting lines, whereas, in the former case, the work consists mainly of classification of freight in cars for other Transfers, Stations, or for way freight service, and is then placed in trains for necessary movement. In other words, a transfer platform is a place of distribution for package freight. Wilkes-Barre platform is 864 feet long and 10 feet wide with the exception of a small part of platform directly adjacent to the warehouse, which is five and one-half feet wide. There are five tracks serving platform, three on the east side holding twenty cars each and two on the west side holding fourteen cars each, making a total spotting capacity of eighty-eight cars which when spotted up includes on an average, forty loaded cars placed to be worked, thirty-six empty cars placed for outbound loading and twelve setbacks which represent cars not containing sufficient tonnage to warrant movement, total number placed varies according to spotting conditions.

Three tracks are switched, starting from the noon period, to remove the cars made empty and cars O. K. for movement and to place additional loads and empty equipment for the afternoon operation. Recently an arrangement was made whereby Track 5 would be switched between ten and eleven o'clock a. m. The extra switching of this track is necessary in order to provide sufficient work to run until noon and so that loaded cars would be spotted to start operation of platform promptly at 1 p. m. During the night, the entire platform is switched and a new complete set-up made on all of the tracks. At present we work a daily average of sixty-five inbound loads and forward sixty-three outbound loads. On the lower end of Tracks 1 and 2, there are five empty cars placed on each track. The empties on Track 1, are used for making up cars for Scranton, Lackawanna Avenue and Wyoming Avenue, Plymouth, Parsons and Olyphant, and Track 2, for Peckville and Dickson, leaving three empties for any additional Pennsylvania Division loading which may be necessary. There are twenty empties placed on Track 3, on which the three lower cars are used for way freight service loading, one for Pittston, and the balance for loading to the following points: C. N. R., Rouses Point, D. & H., Rouses Point, Plattsburgh Rutland, B. & M., Mechanicville, Boston, Mass., Portland, Me., Mechanicville, D. & H., Binghamton, and the head car for Carbondale. The additional empty cars for overflow makeups. On Track 4, fourteen empties are placed for loading freight to and via the Capitol District, comprising the following principal points: Worcester, Mass., Springfield, Mass., Pittsfield, Mass., Albany City, Troy City, Glens Falls, Schenectady, D. & H., Schenectady G. E. Company, and Oneonta, and the head car for Honesdale, Pa. The extra empty cars are used for additional overflow makeups. Cars on Tracks 3 and 4 are made up to match as far as possible the manifest trains. The empty assignment just mentioned, is not sufficient to cover our daily requirements, consequently, it is necessary to utilize the empties made from loaded system northern or eastern ownership cars placed for unloading. Twelve additional empties are also placed during the noon switch.

It is essential that prior to loading, that all of these empty cars be thoroughly cleaned, prepared and looked over for any bad leaking roofs. I might mention that this latter condition cannot always be definitely determined until the cars are exposed to the rain, etc., as an interior inspection does not develop this condition in all cases. We, however, endeavor to have cars put in the best possible condition to insure safe transportation of the freight. The refuse removed from these empty cars is hauled away by an ash man with whom special arrangements have been made by our Company to perform this work and we average between eighteen and twenty-four loads of refuse per month.

Wilkes-Barre Transfer is now primarily a northbound transfer, as no southbound freight for our connections at Wilkes-Barre is handled with the exception of a small amount of tonnage for the Lehigh Valley Railroad, which was formerly moved by their motor truck to their Wilkes-Barre Station, and is now loaded in box cars direct to their City Station. About ninety-five per cent of the tonnage handled at the platform is transfer freight and five per cent local Wilkes-Barre inbound and outbound tonnage. A freight station located in connection with a transfer is able to give better service on its local L. C. L. business on account of the through cars of merchandise received containing in part the city freight and account of a wider classification on outbound business which insures more direct loading to destination.

The personnel of the Transfer Platform consists of one foreman, one assistant foreman, one classification clerk, one tonnage clerk, two invoice or waybill clerks, four stevedores, one recooper and car sealer, one car cleaner and six gangs, each comprising a checker, loader and four truckers.

After the assistant foreman has taken a record of cars on platform tracks also the seal records of such cars, and has checked off the waybills, the spot or loading numbers are then assigned to the cars following which the classification clerks inserts on the waybills the loading number and designates on what track car is placed and location thereon. The sets of waybills are then turned over to the check clerks, so that they can proceed to work the cars. This eliminates the possibility of any guess work on the part of the check clerks as to the proper cars freight should be loaded into. After the checkers have completed working and checking contents of a car, the waybills are turned over to the tonnage clerk, who draws off the total tonnage which is used in computing their earnings. The new car numbers into which the freight has been loaded, and the transfer stamp is then placed on each waybill, after which waybills for shipments destined to points beyond the Pennsylvania Division are listed on the invoice of waybills. Any exceptions noted against shipments are shown thereon. These invoice of waybills are used principally for freight tracing purposes. The proper and careful checking of freight is very important and necessary, in the protection of our Company's interest as this procedure is in reality, receipting for freight as received from connecting lines, and their check indicates whether such freight was received in good condition and has a great deal to do in placing the liability between the carriers involved, as a clear check on a waybill is an acknowledgement that freight billed thereon has been received in good order. Therefore, it demonstrates the necessity that accuracy and the greatest possible care should be exercised in this direction. And, in addition, if they adhere strictly to instructions governing the use of the double ballot system, by securing in all cases the return ballot and memo ballot given to truckers when they receive the loads, there will be very little opportunity for any erroneous loading of freight.

It is also imperative that receiving clerks in the warehouse should be in possession of the Consolidated Classification and it should be diligently studied by them so that the proper censorship is applied to articles offered for shipment to see that they are fully and properly marked, that the containers are of strong construction and are of sufficient strength to warrant safe transportation, and that they conform in general with the rules and regulations, also, that shipping instructions are legible and complete in every respect.

Broken or damaged packages at the transfer are turned over to the cooper to be recoopered and placed in the proper condition, so they may continue their journey without further loss or damage. In addition, as far as practicable, an inventory is taken of the contents of any broken cartons, cases or barrels and notations to that effect showing contents of same are placed on waybills so that our Company's interest will be protected in case any claims are presented against the carriers.

The tonnage system was inaugurated on the Wilkes-Barre Platform by our Company on January 1, 1921 and this method of operation has been in vogue ever since. It has materially sped up the operation, increased the efficiency and greatly increased the production and has made possible a considerable lower cost of operation, has increased the earnings of the men in the gangs, has created an incentive whereby the employes by increasing their efforts have increased their gain, and in a general way has improved operating conditions on the platform. Under the tonnage system now in effect the men have nothing to lose, as they work under a guarantee based on certain rates per hour according to the class of work they perform and length of service, and any earnings above the guarantee rates are paid as bonus. They are assured of a day's pay based on the hourly rate, the tonnage system gives them the opportunity to exceed it. The labor turnover has been greatly reduced under this system, as their jobs are more attractive and the employes are better satisfied, consequently very few leave the service. This is quite a contrast to a number of years ago, when indeed the labor turnover was a very difficult problem. The men in the gangs only participate in the tonnage earnings, the stevedores and other miscellaneous help are paid on an hourly basis, and usually, the older and more experienced employes are selected for latter class of work.

It has been found that the tonnage system does not increase the loss and damage to freight, providing the handling, loading and stowing is very carefully supervised and that sufficient number of stevedores are maintained in order to insure the proper loading of freight, as intensive and proper supervision has a tendency to counteract the effects of handling freight under this system.

The following figures should reflect the economic advantages of the tonnage system. In 1920, we had seven gangs; in 1927, it fluctuated between five and six gangs. In 1920, we handled 86,277 tons; in 1927, 112,259 tons, showing an increase of 25,982 tons, with from one to two less gangs. The average tons handled per month in 1920, were 7,190; in 1927, 9,355. In January of this year, we handled 12,067 tons, the largest tonnage ever handled in one month on the Wilkes-Barre Platform, to the writer's recollection. In 1920, we worked 0,292 cars; in 1927, 18,685, an increase of 9,393 cars. In 1920, we forwarded 9,733 cars; in 1927, 17,655, increase in number of cars forwarded, 7,922. In 1920, the average cost per ton of freight handled was 77 cents; in 1927, 63 cents, showing a reduction of 14 cents per ton. In fact, in 1920, at certain periods of the year the cost ran as high as 97 cents per ton.

Another important feature in connection with platform work, is the observance of Car Service Rules in the loading of cars. This phase of the work is given special attention. We might analyze some of our activities in that direction. Several years ago, the Superintendent of Transportation placed into effect an arrangement whereby all foreign cars routing home via Wilkes-Barre would be made empty and returned to our connections, and the freight loaded in either system, northern route or eastern owned cars, routing home via our line. This eliminates the necessity of paying per diem on these foreign cars in road haul movement and the expense incidental to the return empty movement. In this connection, we are also intercepting the overhead cars of merchandise destined to points beyond this Division when in cars of southern and western ownership or light loads. These cars are worked at the transfer platform and the empty cars are returned to connections. The freight is loaded in our various classifications.

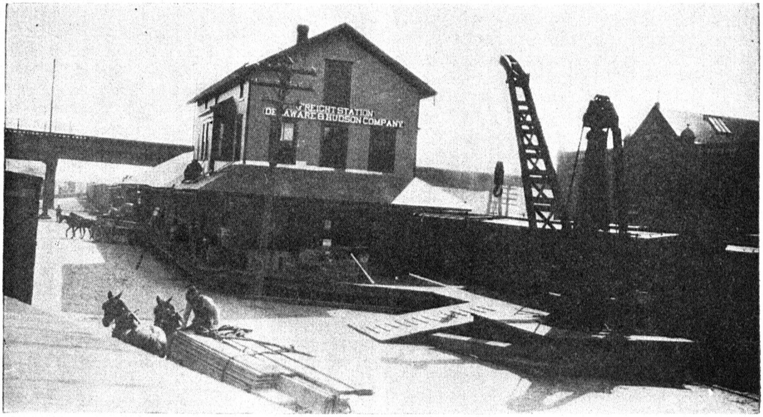
In addition, we also featured commencing with the summer of 1927, and subsequently as far as the operating conditions at platform would permit, the transferring of carloads destined to points in upper New York or Canadian territory, when in cars routing home via Wilkes-Barre, (this arrangement was later extended to cover carloads destined to points on our line or connections beyond Oneonta). Any carload shipments of a delicate nature which might possibly be damaged through transfer were allowed to run. Under this arrangement we are privileged to allow the overhead cars, both C. L. and L. C. L. to go forward when there is a heavy run of normal tonnage for the platform and which requires our maximum efforts to handle so as to avoid the possibility of any accumulation of house cars. The working of overhead cars and making empty loaded foreign cars routing home via Wilkes-Barre, has resulted in the saving of a good many thousand of dollars to our Company, which otherwise would be paid out in per diem and expense incidental to the empty return movement of such cars. The Superintendent of Transportation Monthly Report showing observance of Car Service Rules at transfers indicates that Wilkes-Barre's loading was ninety-nine per cent correct for the months of June, July, and August of this year, and the report also indicates that the same percentage applied for the Pennsylvania Division. These figures are mentioned so that one may realize the extent of observance of Car Service Rules and featuring the release of foreign equipment.

Frequently, it is necessary to leave some freight in the cars, such as shipments of very large dimensions or of a very delicate nature, in which the handling of the same might result in their being damaged. In some cases special type cars are required, such as double doors, etc. Shipments of high explosives require certified cars which have been inspected and meet the requirements of the Bureau of Explosive regulations. These shipments must be specially braced and blocked in cars to insure safe transportation. In most all of these cases, where shipments are left in cars and when they could not very well have been handled otherwise, are not considered violations. The handling and transferring of freight from open top cars which consists largely of iron and steel shipments, is a rather difficult problem, as most of the shipments are heavy, of large dimensions and irregular in shape and usually require special equipment, and most of the freight in these cars is too long or large for ordinary box cars, consequently we are obliged to consolidate the freight as much as possible in original gondolas and allow a number of these shipments on account of their length, etc., to run without transfer.

The way freight service between Wilkes-Barre and Carbondale is daily, with the exception of Sundays and Holidays and in one direction, starting from Wilkes-Barre. The local cars which we make up for this service are loaded as far as possible in station order to expedite and save rehandling of freight at stations. It is our practice to make as many straight destination cars as tonnage permits to points on this Division which move in pick-up service or way freight and are switched out at their respective destinations. This eliminates the necessity of handling considerable additional tonnage by local way freight and consequently saves the time and expense incidental thereto. We also endeavor to make as many straight destination cars as tonnage permits to points on our line or beyond, as such cars insure better service, save rehandling in transit and the expense thereof and decrease the hazard of loss and damage to shipments in such cars.

Much can be said that good facilities are helpful and beneficial in economic and proper operation of the plant. Several years ago, the Wilkes-Barre platform was recovered with hard wood planking running lengthwise. This made a smooth, hard, running surface and was very helpful, making it possible to get out considerable more work and decrease the opportunity for damage to freight by falling off the trucks as against trucking over an uneven rough surface. Proper facilities are also helpful not only in preventing damage to freight but in preventing personal injuries to employes.

As previously mentioned, practically all of our freight is loaded in D. & H. and Northern Route equipment, consequently a large daily supply of empty equipment is necessary to cover our requirements, and as a result, it frequently occurs that there is not sufficient room left at the platform to place enough loaded cars to keep the platform and all the gangs working up until noon or closing time in the afternoon. We endeavor to get maximum production at the platform, but additional track space could be used to very good advantage in providing sufficient work to keep all of our gangs going for the full working period. Our Company has under consideration the possibility of providing an additional track and we are hopeful that arrangements will be made to furnish the same in the near future.



Wilkes-Barre Freight Transfer Platform

Claim prevention is followed up very closely in connection with our work and periodical meetings are held and this subject discussed. We make a special effort as far as possible to reduce loss and damage to freight to the lowest minimum, as claims represent an economic loss for which our Company in expenditures receives nothing in return, only dissatisfied patrons.

The Yardmaster can assist the agent materially in proper operation of the Transfer Platform, in his effort to give the best possible service to have the platform switched without delay and as far as possible to supply any needed equipment; this permits maximum working of the transfer and by elimination of delay in switching, same tends to decrease the cost of handling freight. I am glad to say that our Yard Department endeavors to give us the best possible service, and delays are not very frequent, and when they do occur, they are invariably occasioned by some unavoidable condition or beyond the control of the Yardmaster. It also holds true that there is an obligation on the part of the platform force to reduce the switching to the lowest possible minimum, so as to avoid any unnecessary switching and to so arrange the work so that the least amount of switching consistent with proper operation of the transfer will be required from the Yard Department. However, it might be said that the very nature of the work means switching.

In order that merchandise cars can move through to the terminal with regularity when the Transfer Platform will not take care of all cars on hand, the Yard Department should give the oldest house cars the preference, as same should be placed for handling as far as conditions permit, in the order in which they are received.

If transportation is a commodity, it is therefore proper to assume that service represents the quality of that commodity. Consequently, if we can maintain good service in the handling of package freight through the Transfer Platform, it is helpful to our Company in the retention of the traffic and advantageous in the development of additional business.

How to Win An Argument

The way to convince another, said Benjamin Franklin, a shrewd observer of human nature, is to state your case moderately and accurately, and then scratch your head or shake it a little and say that is the way it seems to you, but that, of course, you may be mistaken about it; which causes your listener to receive what you have to say, and as like as not, turn about and try to convince you of it, since you are in doubt; but if you go at it in a tone of positiveness and arrogance you only make an opponent of him.—CAPPER'S WEEKLY.

Know The Game!

FOR ten years two chess players met each noon, took up their positions silently, silently played their game, and silently departed. For ten years a third man stood by and silently looked on.

One day, one of the players failed to show up—for the first time in ten years! After waiting a few minutes his partner said to the onlooker:

"I guess he isn't coming today. Will you play his men?"

"Sorry," was the answer, "but I don't know the game."

He had followed every move for ten years, but he didn't know the game.

In his work the man was probably the same. In an office—at a bench—in a store—wherever it was that he worked—he probably remained entirely ignorant of his neighbor's job, and of his own place in the larger scheme of things. When the opportunity for advancement came, he probably had to say, "Sorry, but I don't know the game."

The pity of it is that this man is not unusual. He may be an aggravated case, but lots of us have the same tendency. All too easily do we go on our way, forgetting that our work, whatever it is, is after all a part of a much larger job; and forgetting that our own job cannot really be done well unless we know what the next step is.

It's a good idea to cultivate a wide-awake attitude, to see what is going on around you, to find out what your work is all about. It's a good idea, too, to keep constantly in mind the matter of improvement. Could your work be improved if some operation were changed slightly? Do you know how your job could be made more efficient by the elimination of some unimportant step? Keep an eye peeled—and remember the Suggestion System—and "*Know the Game!*"—*General Electric News.*

Recalls Days of Link and Pin

(*Continued from Page* 308)

J. Wint after whom a post of Spanish War Veterans is named at Scranton, and to whose honor a monument has been raised at Scranton, Pa., and another rises above his grave in Arlington National Cemetery. MR. WINT is a member of the Delaware and Hudson Veterans' Association and the Brotherhood of Railroad Trainmen.

Annual Police Inspection Held

(*Continued from Page* 311)

tion of this tournament was made in an earlier publication of the BULLETIN.

At the conclusion of the inspection, at about 1:30 P. M., the members of the Police association went to McKown's Grove, on the Western Turnpike, just west of the Albany City line, for the annual bake. Immediately upon their arrival clam broth and raw clams on the half shell were served.

Then came the athletic program of the afternoon. A baseball throwing contest was held for both ladies and gentlemen. Mrs. Brehm, wife of PATROLMAN BREHM, of Saratoga, won the ladies contest. PATROLMAN PLADEL, whose station is at Kenwood, won the men's contest. PATROLMAN KEANE of the Madison Avenue, Albany, station, won the men's fifty yard dash. In a twenty-five yard race for children Miss Mary Swarts, daughter of PATROLMAN SWARTS, won first place, and Charles Schoeffler, son of PATROLMAN SCHOEFFLER of Albany, won the boy's event. LOUIS DYER, Painter, won the standing broad jump.

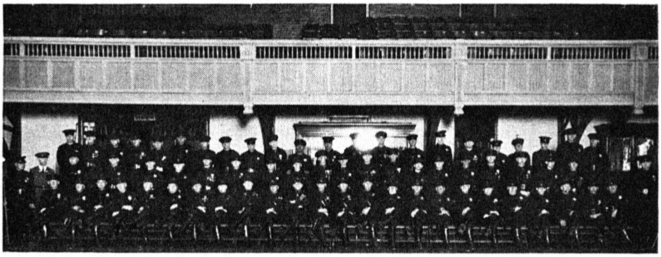
Following these athletic events the clam bake was served. In addition to clams the party enjoyed chicken, sliced tomatoes, celery, white and sweet potatoes, coffee, ice cream and cake.

In the afternoon a boxing bout between PATROLMAN (RED) PLADEL and PATROLMAN ANDREW MINORICK, known as "William Ritche," former lightweight champion, was staged, and the decision of the committee was that it was an even match, neither man having a sufficient margin of points to be declared the winner.

In addition to these entertaining events the winners of the raffle for a turkey, a twenty-pound goose, half a ton of coal, a chicken and a pig were announced. MICHAEL DEBELLA won the turkey, RAY DONOVAN, patrolman, won the goose; MR. ROBERT BREHM, the half ton of coal; H. DAVIS of Oneonta, the suckling pig, and SERGEANT BREHM the chicken.

Through the efforts of the entertainment committee those present were able to enjoy dancing from 5 P. M. until 8 P. M. Music was furnished by the New York Central Domino Four Orchestra. It had surely been a complete day and by 10:30 P. M. everyone was content to turn homeward after having enjoyed what they termed by far the finest bake they had ever held.

The entertainment committee, which was responsible for the very entertaining and complete program, consisted of PATROLMAN JOHN J. SWARTS, Chairman; PATROLMAN JOSEPH E. KEANE; LIEUTENANT H. W. HOUGHKERK; PATROLMAN B. R. MASKO; PATROLMAN CHARLES HERBAGE; PATROLMAN ANDREW MINORICK; and PATROLMAN MICHAEL CLIFFORD.



How They Looked Before the Camera

Few persons, even among those actively in railroad service, realize the extent to which the railroads are controlled by government regulatory bodies. Almost everyone knows that the Interstate Commerce Commission exercises supervisions over the railroads, but not many know how varied and comprehensive is its control. And while the Interstate Commerce Commission is the principle regulatory body, there are 98 other bdies exercising supervision over railroad operation—the national Congress, 48 state legislatures, 48 state railroad commissions and the national Board of Meditation governing wages.

Clicks from the Rails

Locomotives Painted Up

Locomotives in the United States have in general been black in color, unrelieved save in some instances by anything save the number which it bears and possibly a few stripes. Now, it is stated, the country is coming to the brighter scheme of things. Some southern railroads are trimmed with gold stripes and the wheels black with white stripes.

This is in line with present procedure with motor cars, which though once black unrelieved, the makers are finding it profitable to make more colorful and therefore more pleasing to the eye. Certainly it is a satisfactory change, and purchasers of this year's cars are finding a greater range than ever before to select from.—*Oneonta Daily Star.*

* * *

Making Extensive Study

Little, if any, exact information is available concerning the action of various types of freight-car truck construction in entering and leaving curves and in resisting the tendency to derail on warped track. In order that exact data concerning the functioning of trucks in these respects may be obtained a research plant has been built at Baltimore, Md. Special tracks have been constructed to represent the various conditions on any railroad line, including grades and curvature.

Special cars have also been designed which are equipped with recording instruments which record the thrust of wheel against rails and the amount of pressure required to turn a truck on a curve under given loads. The result of this research may be of value in designing the cars of the future as well as track construction.

* * *

Freight Car Smashes Shed

A freight car which was being switched by the local Erie yard crew at Deposit, N. Y., recently came through the east end of the M. H. Smith Coal Company's sheds for a distance of ten feet until removed by the Susquehanna wreckers later in the day. The entire end of the sheds was knocked to Mill Street below. Fortunately there were no injuries.

America's Non-Stop Trains

Some forty crack trains running over the roadbeds of forty of the larger American railroads maintain an average speed of approximately fifty miles an hour for an average distance of about eighty-five miles, according to figures just compiled. The speed for the entire scheduled trip of these trains averages about forty miles per hour.

An analysis of data covering the longest non-stop runs of some of the larger railroads shows that thirty-eight trains, operating on as many railroads, have an average non-stop run of almost 102 miles, and that the average speed for this run is forty-four miles per hour. Extending this trip to the final terminal, it is found that the average speed for the entire trip amounts to thirty-nine miles per hour. The majority of these trains are passenger trains, although a few of them are exclusively mail trains.

* * *

Canine Reception Committee

Passengers alighting from Louisville & Nashville trains at Russellville, Ky., are sure to encounter Jack, an unofficial railway employe. Two years ago, Jack, a hound-dog of no particular pedigree or discernable breed, walked into the station and assumed the job of greeting passengers. Since that time he has been on duty twenty-four hours a day, never leaving the station grounds except to visit a nearby lunch wagon for a hand-out. When a passenger train arrives, Jack is always on the job, supervising the loading of mail and baggage and welcoming those who arrive on the train.

* * *

Gives Fortune for Meal Ticket

George Doescher, an employe of the Illinois Central in its Burnside Shops at Chicago, might have become a millionaire through the holding of Chicago real estate if his father had not traded for a week's board bill several lots he held title to in what is now the city's highly valuable Loop district. The transaction took place the best part of a century ago, and the deeds to the lots were part of the pay which John Doescher, his father, had received while working as a lumberjack in northern Michigan.

The Railroad and the Airplane

There has long been talk of the railroads branching out to include passenger airplanes with their train passenger service. After months of study Mr. C. W. Kelsey comes forward with a recommendation for a transcontinental air line to be operated by the railroads. It provides for a route from New York to Los Angeles via St. Louis, for which a fare of $197.60 or eight cents per mile will be collected, the entire journey to take thirty-one hours and thirty-six minutes. While the fare would be much higher than the rail fare it would doubtless be profitable on occasion to save four days of time at a sacrifice of the difference between the fares.

* * *

New German Crack Train

The "Rehingold" a new crack extra fare train operated between Hook, Holland, and Basel, Switzerland rivals our choicest trains. Its cars are owned by the German Government but are operated by a German sleeping car concern. It includes first class cars with seats for twenty-eight persons; first class cars equipped with kitchens with a twenty-passenger capacity; second class cars with forty-three seats; and second class cars with kitchen and seats for twenty-nine persons. The entire trip is made in twenty-four hours. Every modern convenience is afforded the passengers which may be found in the most luxurious of homes.

* * *

Automatic Crossing Gates

Two French engineers, Delfosse and Dasquin, have invented a system which, it is claimed, will prevent railway collisions and grade crossing accidents. Several electric lights placed under the eyes of the engineman signal him immediately when another train is in the same section of track as his. The same system will open or close electrically operated gates at grade crossings.

* * *

Spain is to have 6,000 miles of new railways according to a recent dispatch from that country, at least the plans for the construction are being considered by the National Railway Commission of Spain.

Unseen Costs

THE Railroads appear at first glance to be undersold by certain other means of transportation. Bus fares are frequently less than railway fares, and freight is often carried at lower rates by truck and barge than by train. The explanation may lie in the concealment rather than the absence of part of the costs that are included in railway rates.

Railroad rates cover all the costs of railway service. That is not the case with common carriers on highways and inland waterways. They use right-of-way which are built and maintained at public expense. These costs, while they are not covered in bus, truck and barge rates, are nevertheless paid for. The money comes out of the public treasury, to which everyone contributes, and therefore the saving to the public is more apparent than real.

The subsidy is larger than may be realized. At least fifty per cent. of a railroad's investment is in its track structure. That would represent an amount approximately equal to twenty-per cent. of the railroads' freight and passenger revenue.

No wonder the railroads appear at first glance to be undersold. So would any merchant whose competitor set up to do business, rent free, in the county courthouse or city hall.—*President L. A. Downs, Illinois Central System*